(b) if so, the number of trains that would be introduced arid by when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BASANAGOUDA R. PATIL): (a) and (b) Introduction of new train services is an ongoing process. Indian Railways introduce trains on the basis of traffic justification, operational feasibility and availability of resources.

Accidents in Karnataka

474. SHRI K.B. KRISHNA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) number of railway accidents occurred in the country from January, 2002 to the end of October, 2003;

(b) number of persons died, injured in these accidents;

(c) how many persons died and injured in the Bangalore-Mysore oush-pull train that derailed in October, 2003;

(d) what are the causes for the above accidents;

(e) the steps proposed to be taken to avert railway accidents; and

(f) is there any proposal to introduce insurance cover to passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BASANAGOUDA R. PATIL):(a) to (d) The details of the consequential train accidents in the period January 2002 to October, 2003, along with their broad reasons are as under:-

Sl.No	Cause	Number of Accidents
1	Failure of Railway Staff	353
2	Failure of other than Railway Staff	213
3	Equipment Failure	30
4	Sabotage	28
5	Combination of Factors	2
6	Incidental	6
7	Not Established	6
8	Under Investigation	2
	TOTAL :	665*

There have been 683* deaths and 1485* injuries, in various consequential train accidents occurred between January 2002 to October 2003. (*Figures provisional)

The derailment of 231 Mysore-Bangalore Passenger train on 23-10-2003 resulted in 4 deaths and 21 injuries. Commissioner of Railway Safety/Southern Circle has established the cause of the accident as "fracture of left hand wheel of the last wheelset of the last coach" in his preliminary report of the accident.

(e) To prevent accidents on Indian Railways, relevant measures are taken on a continuous basis. These measures include induction of appropriate modern technologies, upgradation of human resources and more effective and efficient supervision. Stringent punishments to the extent of 'removal' and 'dismissal' are also imposed on officials held responsible for accidents, a Special Railway Safety Fund has become operational since October, 2001 to wipe out the arrears of replacement of overaged assets *viz.* track, bridges, rolling stock, signalling gears etc. within a period of six years.

A series of "Safety Samvads" have been organised since July 2003, to interact with the field staff and organized labour of the Railways to enhance the safety consciousness of the workforce.

(f) Rail Passenger Insurance Scheme is already in existence on Zonal Railways *w.e.f.* 01.08.1994 to provide insurance cover to the passengers against their death/injury in train accidents and untoward incidents as defined under Sections 124 and 124-A of the Railways Act, 1989.

Complaint against US measures in WTO

† 475. SHRI RAM JETHMALANI:
SHRI LAJPAT RAI:

Will the Minister of STEEL be pleased to refer to answer to Unstarred Question 3264, given in the Rajya Sabha on the 20th December, 2002 and state:

(a) whether it is a fact that the countries of the world like Japan, Brazil, South Korea, Switzerland etc. have lodged a complaint against the USA's decision to increase taxation to restrict the import of steel there;

† Original notice of the question was received in Hindi.